

**City of Hayward
777 B Street
Hayward, CA 94541**

SPECIAL MEETING

Council's Airport Committee Meeting

Thursday, October 28, 2004

5:00 p.m.

Work Session Room 2A

A G E N D A

Public Comments: (The PUBLIC COMMENTS section provides an opportunity to address the Committee on items listed on the agenda, as well as other items of interest. The Committee welcomes your comments under this section, but is prohibited by State law from discussing items not listed on the agenda. Your item will be taken under consideration and referred to staff.)

- 1. Approval of July 22, 2004 Summary Minutes**
- 2. Status of Airport Master Plan Update Projects**
- 3. Informational Item: Engine Exhaust Fumes from Departing Aircraft**
- 4. Future Agenda Items**

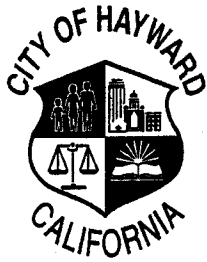
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Public Works Director

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Daily Review
Interested Parties
Post

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request accommodation at least 48 hours in advance of the meeting by contacting the Airport Manager at (510) 293-8678 or TDD (510) 293-1590.



AGENDA DATE 10/28/04

AGENDA ITEM 1

COUNCIL'S AIRPORT COMMITTEE

Summary Minutes for July 22, 2004

CALL MEETING TO ORDER

Council Member Henson called the meeting to order at 5:33 p.m. with Council Member Halliday and Council Member Quirk present.

City staff: Jesús Armas, City Manager
Dennis Butler, Director of Public Works
Brent Shiner, Airport Manager
Jenny Donnelley, Acting Airport Operations Manager

Members of the public present:	John Kyle	Deanna Bogue
	Scott Briggs	Thomas Cherf
	Brad Head	Ernest Delli Gatti
	Simon Kinsela	Edward Bogue
	W.M. Dillon	Melissa Della Chiesa
	Don Wiggam	Jarrodd Della Chiesa
	Howard Beckman	Dan Della Chiesa
		Carolyn Della Chiesa

PUBLIC COMMENTS:

In response to John Kyle's inquiry regarding whether the Airport Master Plan was included as one of the documents to be examined by the Airport's Primary Documents Working Group, Dennis Butler stated that it was not. Mr. Kyle requested that staff provide him with the square footage and rent of each of the proposed "T" Hangars. Don Wiggam commented on the noise generated by aircraft flying into Oakland Airport over his home and the Mount Eden neighborhood. As a new Committee Member, Council Member Quirk requested that an update to the Airport's Master Plan be placed as an agenda item for an upcoming meeting.

1. Approval of Summary Minutes –October 23, 2003 Meeting

Summary Minutes were approved as submitted.

2. Annual Evaluation of Performance-Based Noise Ordinance for Calendar Year 2003

Airport Manager, Brent Shiner, presented the report. Council Member Halliday asked about noise complaints regarding helicopters. Mr. Shiner commented that staff is working on a plan for standard arrival and departure paths for helicopter pilots to follow whenever possible. Council Member Henson asked how airport staff handles the numerous complaints from the two households in San Lorenzo. Mr. Shiner explained several of the programs in place for responding to noise complaints. He also stated that the City believes pilot education is one of the most important and successful aspects of its "Fly Friendly" program. Mr. Shiner then explained how the Airport's noise monito ring system operates.

Council Member Henson opened discussion to public comments. Mr. Kyle spoke about helicopter complaints he has registered and questioned the accuracy of the information he receives from staff regarding these complaints. He questioned the accuracy of the flight tracking system at the airport, as well. Mr. Kyle stated that after writing several letters to Radio Station KGO Management, the KGO helicopter ceased flying over his house. He questioned why staff was unable to get the same results. Mr. Beckman questioned why his complaints were considered vague. In a future meeting he would like a discussion regarding the system staff has in place for responding to complaints. Dan Della Chiesa asked for clarification between an exceedance and a violation of the Noise Ordinance.

It was the consensus of the committee that Airport staff did an excellent job on the report. The committee voted unanimously to accept the Annual Performance-Based Noise Report for 2003.

3. Discussion of Proposal by Verizon Wireless to install a Communications Antenna on the Airport

The staff report was presented by Airport Manager, Brent Shiner. The report discussed the size and height of the antenna, and type of banners that might be installed on the antenna standard. Members of the committee wanted assurance that the height of the antenna would comply with all City codes and requirements. Dennis Butler stated that the installation of the antenna would go through all the necessary steps by the City to insure compliance. Councilmember Henson suggested that due to the expansive height of the antenna a vertically larger banner would be more appealing. Staff will work with City Planners to make sure that the size of the banner is compatible with the height of the antenna and will meet with the Committee's approval.

4. Proposed Stage 4 Aircraft Noise Standards and Continuous Descent Approach to Oakland Airport

A summary of the comments provided to the FAA by the Oakland-Community Noise Management Forum (Forum) was presented by Brent Shiner. Discussion ensued regarding the difference between Stage 3 and Stage 4 Aircraft Noise Standards. Ed Bogue, a Forum

representative for the City, commented on the letter that was sent to the FAA from the Forum regarding Stage 4 noise standards being too close to the existing standards already in place for Stage 3 Aircraft and, therefore, it is not enough of an improvement.

Mr. Bogue requested committee members to submit letters to the FAA in support of the Forum's proposals. Mr. Delli Gatti agreed with Mr. Bogue and noted that copies of written communication to the FAA should be sent to Congressman Pete Stark's office and to the Port of Oakland. Council's Airport Committee recommended that staff send a letter of support for the Forum's position to the FAA.

5. Election of Committee Chair

Council Members, Halliday and Quirk nominated Council Member Henson for Committee Chair. Council Member Henson accepted the nomination.

OLD BUSINESS

There was no old business.

AGENDA BUILDING

Update on the Airport's Master Plan

ADJOURNMENT

The meeting adjourned at 6:58 p.m.



CITY OF HAYWARD
STAFF REPORT

AGENDA DATE 10/28/04

AGENDA ITEM 2

TO: Council 's Airport Committee
FROM: Director of Public Works
SUBJECT: Status of Airport Master Plan Update Projects

RECOMMENDATION:

It is recommended that the Council's Airport Committee review and comment on this report.

DISCUSSION:

The Airport Master Plan, which was adopted in February of 2002, encompasses approximately 521 acres of City-owned property. One objective of the Master Plan is to plan for the development of facilities to efficiently serve general aviation users over the planning period, which extends through the year 2020. As adopted, the Master Plan provides a framework for reviewing airport development concepts, capital improvements, and future development proposals. Exhibit "A" is an aerial photograph of the Hayward Airport with color overlay(s) of various projects and their respective locations on the airfield. Additionally, proposed project development schedules are depicted on Exhibit "B." Master Plan improvement projects are classified as within the "Short Term Planning Horizon" (1998-2005), "Intermediate Term Planning Horizon," or "Long Term Planning Horizon."

It should be emphasized that, while some Master Plan projects are based upon current needs (such as pavement maintenance and repair), some projects are founded on a calculated prediction of demand. An example of a "demand" project would be construction of hangars.

MASTER PLAN PROJECTS:

Short-term Master Plan Improvements (2000-2005): Projects proposed for design/implementation prior to 2006 include improvements to the Airport's runway and taxiway system, apron areas, navigational aids, service roads, and consideration for new general aviation facilities and a noise wall. The existing Runway 28L entrance taxiway will be widened and designated as part of the runway, effectively extending useable runway length (for departures only), by 860 feet. A new exit taxiway will be constructed and the existing Taxiway "Z" will be relocated. An east perimeter service road will be constructed and a noise wall constructed on the Runway 10L holding apron. New T-hangars will be constructed and Phase I improvements for the Corsair Executive Hangars should also be completed.

Intermediate Term Planning Improvements and Long-term Master Plan Improvements (2006-2020): Projects proposed for implementation by the year 2020 include the installation of runway end identification lights on Runway 10L-28R, construction of T-hangar access taxilanes to the South Executive Hangars, a public terminal building and associated automobile parking. Additionally, a helipad for transient helicopter users would be constructed in the north east section of the Airport. In addition, portions of the north apron would be expanded. The west perimeter road and the south access roads would be constructed. Phase II improvements for the Corsair Executive Hangars would be completed. New T-hangars would be constructed adjacent to Taxiway "Z," as well as additional executive hangars, apron, automobile parking and access roads. Overall, construction of up to 900,000 square feet of aviation-related development and 320,000 square feet of commercial/industrial development adjacent to West Winton Avenue is contemplated by 2020. In addition, future development could occur on about 6.3 acres for aviation-related business operators and several other small parcels would be available for commercial/industrial uses.

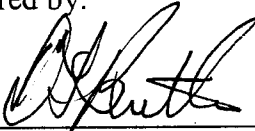
The following is a list of on-going Master Plan projects and their status:

<u>Master Plan Project</u>	<u>Planning Term</u>	<u>Current Status</u>
Runway/Taxiway Signage/Marking Phase II	Short	Completed
Rehabilitation Taxiways "B" and "F"	Short	Completed
Construction of Emergency Vehicle Service Road	Short	Completed
Enclose Sulphur Creek at Taxiway "E"	Short	Completed
Taxiway "A" Rehabilitation	Short	Completed
Design Entrance Taxiway Runway 28L	Short	Completed
Runway/Taxiway Signage/Marking Phase III	Short	Completed
Construction of Noise Wall - Runway 10L	Short	Completed
Taxiway Alpha-One Widening	Short	Design
Overlay Runway 10R/28L	Short	Design
Construct Entrance Taxiway Runway 28L	Short	Pending
Relocate Segmented Circle	Short	Design
Skywest Aeropark Design (Phase I and Phase II)	Short	Design
Relocate Taxiway "Z"	Short	Design
Runway 10L/28R Overlay	Short	Design
Install PAPI Runway 10L	Short	Design
Construct Apron at Corsair Executive Hangars (Phase I)	Short	Design
Construct Transient Helipad - North Side	Intermediate	Design

Except for the project to "Construct Apron at Corsair Executive Hangars (Phase I)," all of the projects listed above are scheduled to get underway as soon as the City receives federal funding. It is hopeful that construction will begin on these Short Term projects in the summer of 2005. The Corsair apron project should be completed in the summer of 2006. Due to the recent increase in helicopter operations, design and construction of the transient helipad has been reprioritized and moved from the Intermediate term to the Short term. Also, a recent cost estimate to extend utilities to the Corsair Executive Hangars determined that necessary expenses far exceeded current budget resources. Because the project is not eligible for federal funding, it will be postponed until reliable demand forecasts and revenue generation are evaluated. This

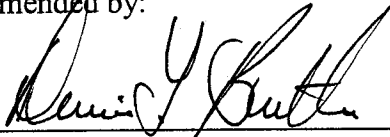
pause will also have the "domino effect" of delaying other tasks associated with the Corsair Executive Hangar project currently within the Short Term Planning Horizon. Such precaution is common when considering implementation of any Airport Master Plan project. Except for maintenance and repair items, most Master Plan projects are demand driven rather than timetable driven. Achieving the goals described within the Master Plan does not mean development must occur only as exactly defined within the Plan.

Prepared by:



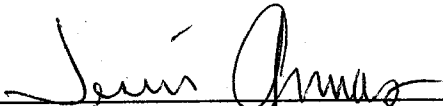
~~for~~ Brent S. Shiner, Airport Manager

Recommended by:



Dennis L. Butler, Director of Public Works

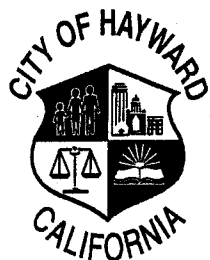
Approved by:



Jesús Armas, City Manager

Exhibit A: Recommended Master Plan Concept
Exhibit B: Airport Development Schedule

**DUE TO THE LENGTH OR COLOR
OF THE REFERENCED EXHIBIT,
IT HAS BEEN ATTACHED AS A
SEPARATE LINK.**



CITY OF HAYWARD

STAFF REPORT

AGENDA DATE 10/28/04

AGENDA ITEM 3

TO: Council's Airport Committee

FROM: Director of Public Works

SUBJECT: Engine Exhaust Fumes from Departing Aircraft

RECOMMENDATION:

It is recommended that the Council's Airport Committee review and comment on this informational item.

DISCUSSION:

The Airport periodically receives complaints regarding noticeable odors that are due to aircraft engine exhaust from aircraft awaiting takeoff. The usual causes of these complaints are the larger turboprop or jet aircraft that utilize the main runway (28L/10R). Under ideal conditions, these types of aircraft would taxi to the end of the runway and receive immediate clearance to depart. It is not unusual, however, for takeoff clearance from the tower to be delayed due to either conflicting aircraft traffic or certain meteorological conditions.

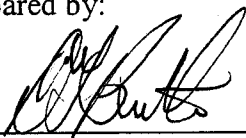
Because these types of aircraft fly at higher altitudes, they are required to fly under "Instrument Flight Rules" (IFR). Pilots intending to depart IFR call ahead to air traffic control before leaving their hangar areas to receive an Estimated Time of Departure (ETD). When the ETD arrives, pilots must already be holding near the end of the runway for an immediate take-off. With so many factors impacting the safe operation of aircraft (particularly in the heavily congested Bay Area airspace), a pilot's ETD may sometimes be extended 10 to 20+ minutes beyond their original ETD. Delay(s) beyond an ETD mean aircraft must wait near the end of the runway with engines operating (idling) for an extended period of time. The length of time pilots must wait varies due to a multitude of factors. Aircraft departures are not "prioritized" by the size of aircraft or number of passengers, etc. The federal air traffic system operates on a "first come, first served" manner. Pilots must be poised and ready to depart as soon as they receive the FAA's departure clearance and, therefore, must wait at the end of the runway.

With respect to the engine exhaust of aircraft awaiting departure, atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of exhaust fumes. This may result in aircraft exhaust fumes reaching the residential Longwood area to the east of the Airport.

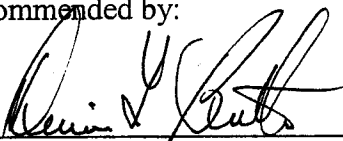
Due to complaints received about exhaust fumes, staff has researched the regulations covering aircraft engine exhaust, as well as making inquiries with the Bay Area Air Quality Management District (BAAQMD). Unlike automobile exhaust, no federal or state air quality regulations exist for exhaust from general aviation aircraft. Also BAAQMD has no jurisdiction over aircraft. Unfortunately, due to these factors, the Airport and the BAAQMD are unable to control or regulate exhaust fumes from aircraft awaiting departure clearance.

Staff will, however, continue to urge pilots departing IFR to not taxi to the end of the runway prior to their ETD in order to minimize idling time.


Prepared by:

for 
Brent S. Shiner, Airport Manager

Recommended by:

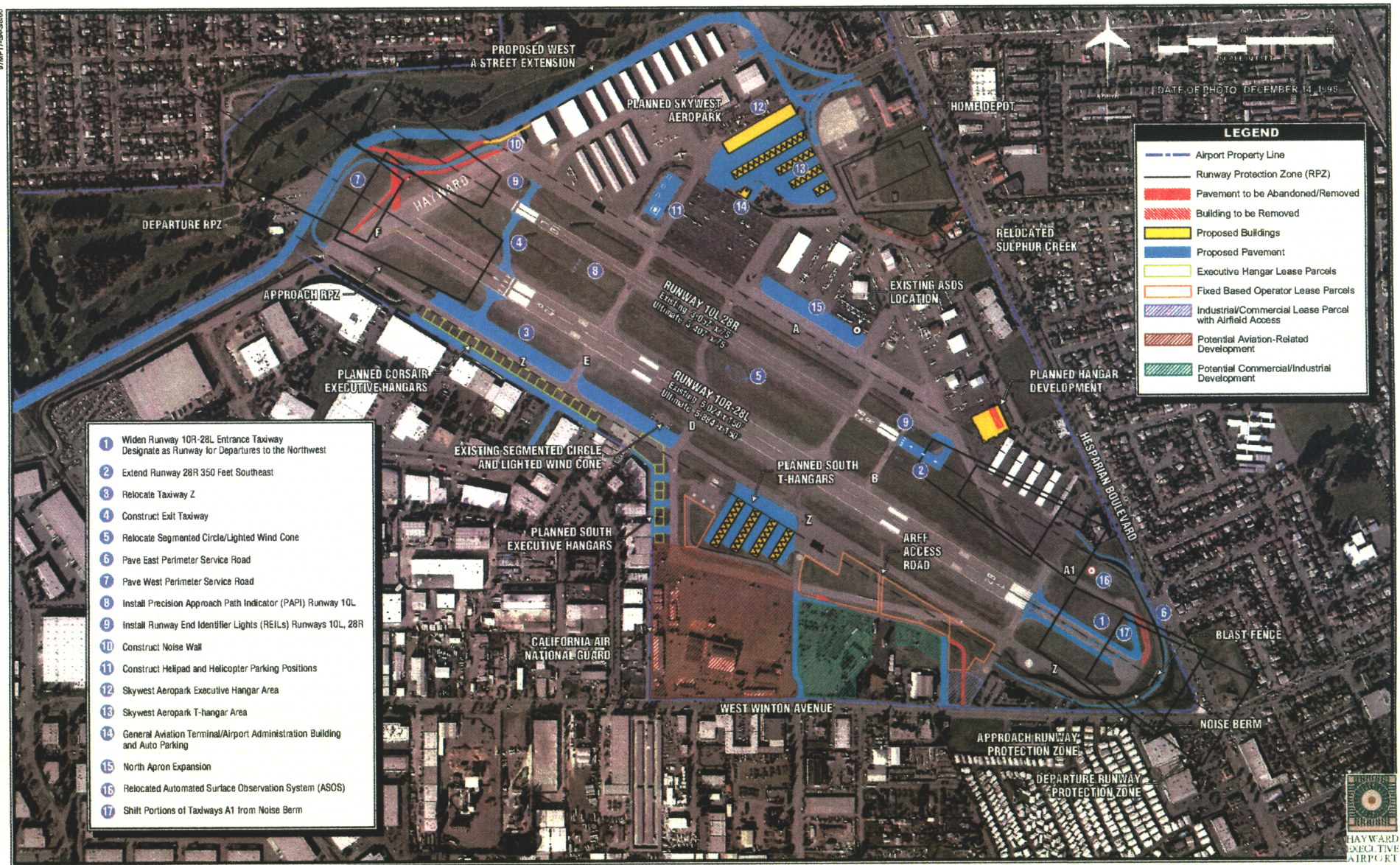

Dennis L. Butler, Director of Public Works

Approved by:


Jesús Armas, City Manager

97WAF1-44-30000

EXHIBIT "A"



RECOMMENDED MASTER PLAN CONCEPT

DESCRIPTION	TOTAL COST	FAA ELIGIBLE	LOCAL SHARE
SHORT TERM PLANNING HORIZON			
FY 1998-99			
1. Runway/Taxiway Signage/Marking Phase II	\$146,000	\$131,400	\$14,600
2. Rehabilitate Taxiways "B" and "F"	232,000	208,800	23,200
3. Construct Emergency Vehicle Service Road	68,000	61,200	6,800
Subtotal FY 1998-99	\$446,000	\$401,400	\$44,600
FY 1999-00			
1. Enclose Sulphur Creek at Taxiway E	\$392,000	\$0	\$392,000
2. Taxiway "A" Rehabilitation	459,000	413,100	45,900
3. Rehabilitate Entrance Taxiway Runway 28L - Design Only	70,000	63,000	7,000
4. Runway/Taxiway Signage/Marking Phase III	300,000	270,000	30,000
Subtotal FY 1999-00	\$1,221,000	\$746,100	\$474,900
FY 2000-01			
1. Displaced Threshold Runway 28L - Construct	\$560,000	\$504,000	\$56,000
2. Taxiway Alpha-One Widening	34,000	30,600	3,400
3. Construct Noise Wall - Runway 10L	150,000	135,000	15,000
Subtotal FY 2000-01	\$744,000	\$669,600	\$74,400
FY 2001-02			
1. Overlay Runway 10R-28L	\$1,000,000	\$900,000	\$100,000
2. Relocate Segmented Circle	13,000	11,700	1,300
Subtotal FY 2001-02	\$1,013,000	\$911,700	\$101,300
FY 2002-03			
1. Skywest Aeropark Paving (Phase I)	\$393,000	\$353,700	\$39,300
2. Skywest Aeropark Hangars (Phase I)	650,000	0	650,000
Subtotal FY 2002-03	\$1,043,000	\$353,700	\$689,300
FY 2003-04			
1. Relocate Taxiway "Z"	\$551,000	\$495,900	\$55,100
2. Extend Utilities to Corsair Executive Hangars (Phase I)	87,000	0	87,000
3. Construct Auto Parking/Access - Corsair Executive Hangars (Phase I)	174,000	0	174,000
4. Construct Apron at Corsair Executive Hangars (Phase I)	437,000	393,300	43,700
Subtotal FY 2003-04	\$1,249,000	\$889,200	\$359,800
FY 2004-05			
1. Runway 10L-28R Overlay and Extend Runway 28R 350 East	\$500,000	\$450,000	\$50,000
2. Install PAPI Runway 10L	65,000	58,500	6,500
3. Skywest Aeropark Paving (Phase II)	393,000	353,700	39,300
Subtotal FY 2004-05	\$958,000	\$862,200	\$95,800
FY 2005-06			
1. Skywest Aeropark Hangars (Phase II)	\$678,000	\$610,200	\$67,800
2. Construct Exit Taxiway	264,000	237,600	26,400
Subtotal FY 2005-06	\$942,000	\$847,800	\$94,200
TOTAL SHORT TERM PLANNING HORIZON	\$7,616,000	\$5,681,700	\$1,934,300
INTERMEDIATE TERM PLANNING HORIZON			
1. Construct West Perimeter Service Road	123,000	110,700	12,300
2. Install REILs Runway 10L	130,000	117,000	13,000
3. Construct Public Terminal Building	834,000	0	834,000
4. Construct Auto Parking Terminal Building	45,500	0	45,500
5. Expand Portions of North Apron	686,600	617,940	68,660
6. Extend Utilities Corsair Executive Hangars (Phase II)	101,400	0	101,400
7. Construct Auto Parking/Access - Corsair Executive Hangars (Phase II)	300,300	0	300,300
8. Construct Apron at Corsair Executive Hangars (Phase II)	843,700	759,330	84,370
9. Construct Transient Helipad - North Side	336,100	302,490	33,610
TOTAL INTERMEDIATE TERM PLANNING HORIZON	\$3,400,600	\$1,907,460	\$1,493,140
LONG TERM PLANNING HORIZON			
1. Construct T-Hangar Access Taxilanes - South T-Hangars	\$559,000	\$503,100	\$55,900
2. Construct 52 T-Hangars - South T-Hangars	1,352,000	0	1,352,000
3. Construct Auto Parking/Access- South Executive Hangars	31,900	0	31,900
4. Extend Utilities to South Executive Hangars	71,000	0	71,000
5. Construct Apron at South Executive Hangars	74,800	67,320	7,480
6. Construct South Access Roads	132,900	0	132,900
7. Pavement Preservation	1,000,000	900,000	100,000
TOTAL LONG TERM PLANNING HORIZON	\$3,221,600	\$1,470,420	\$1,751,180
TOTAL PROGRAM	\$14,238,200	\$9,059,580	\$5,178,620